

Figure 1: Metered Injection Pumping System for adding resid fuels

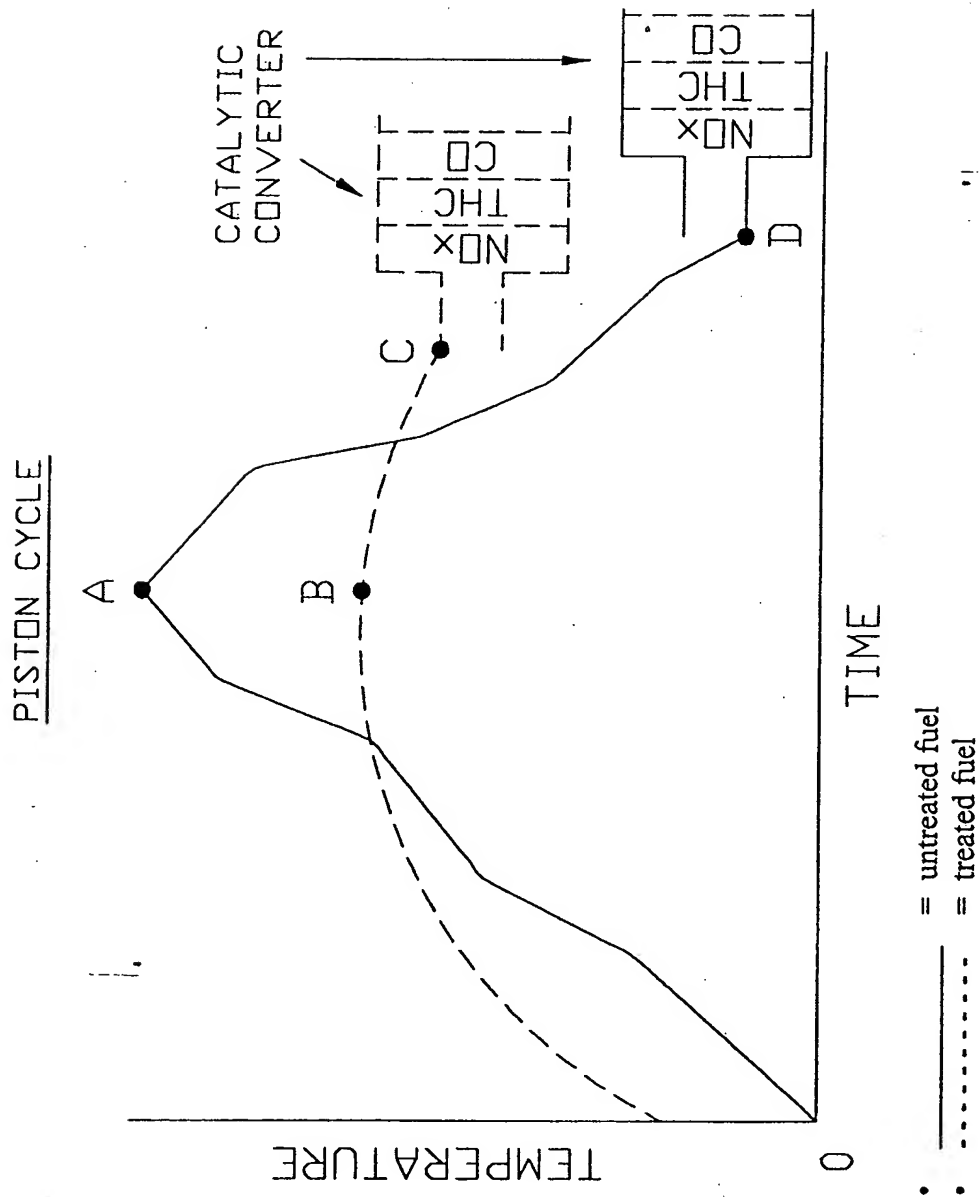


Figure 2: Hypothetical temperature versus time curve for the piston cycle of a gasoline-powered engine operating on untreated fuel and fuel treated with the OR-1 additive

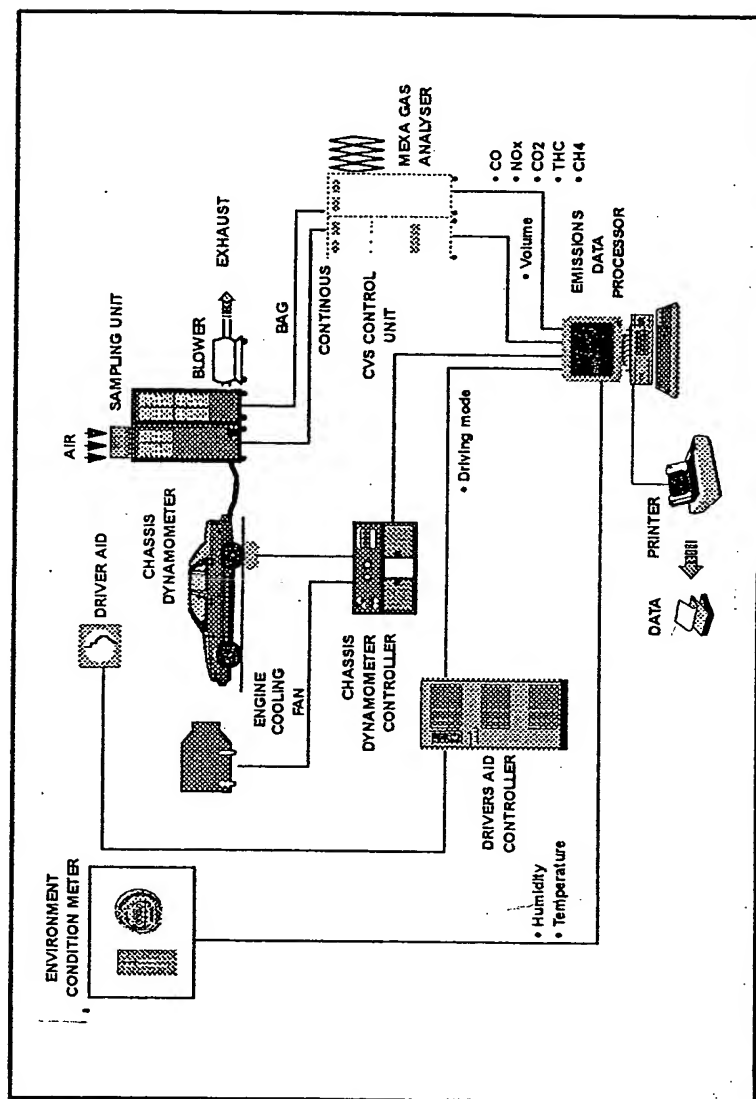


Figure 3: Schematic illustrating the layout of the Vehicle Emissions Testing Laboratory located in Section 27, Selangor Darul Ehsan, Shah Alam, Malaysia

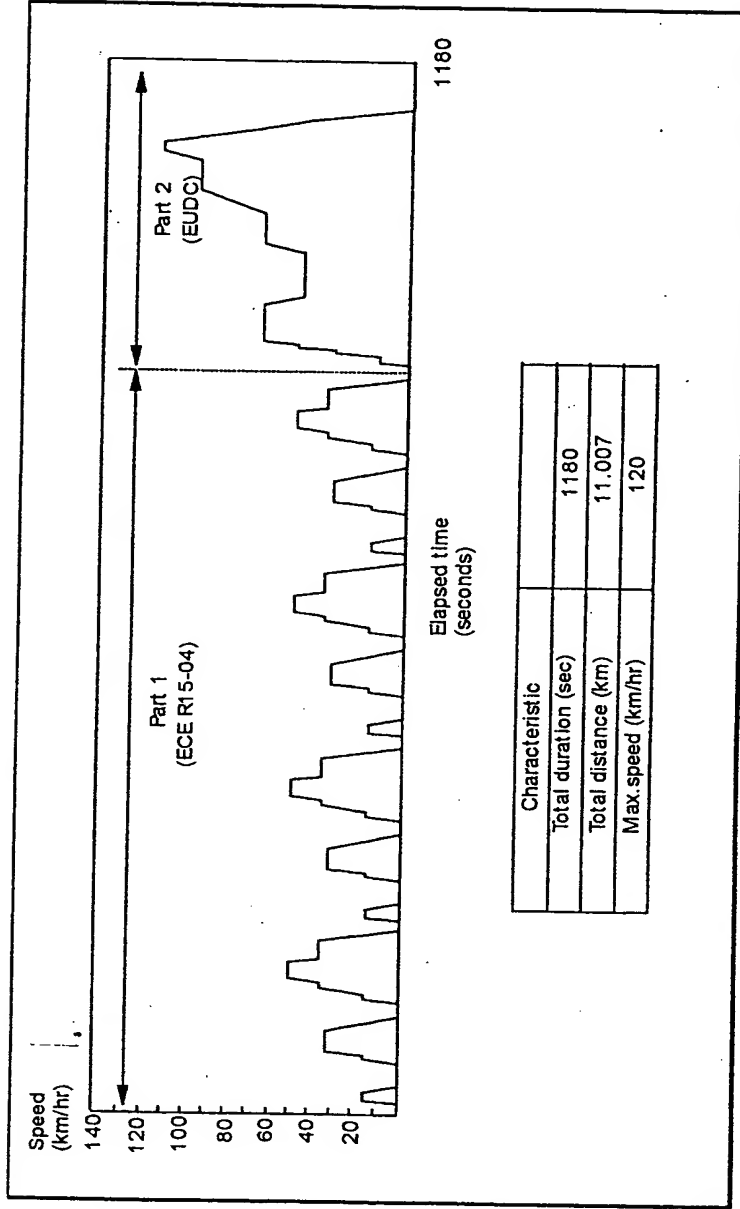


Figure 4: Diagram illustrating the European Emissions Standard ECE R15-04 plus EUDC Emissions Test Cycle

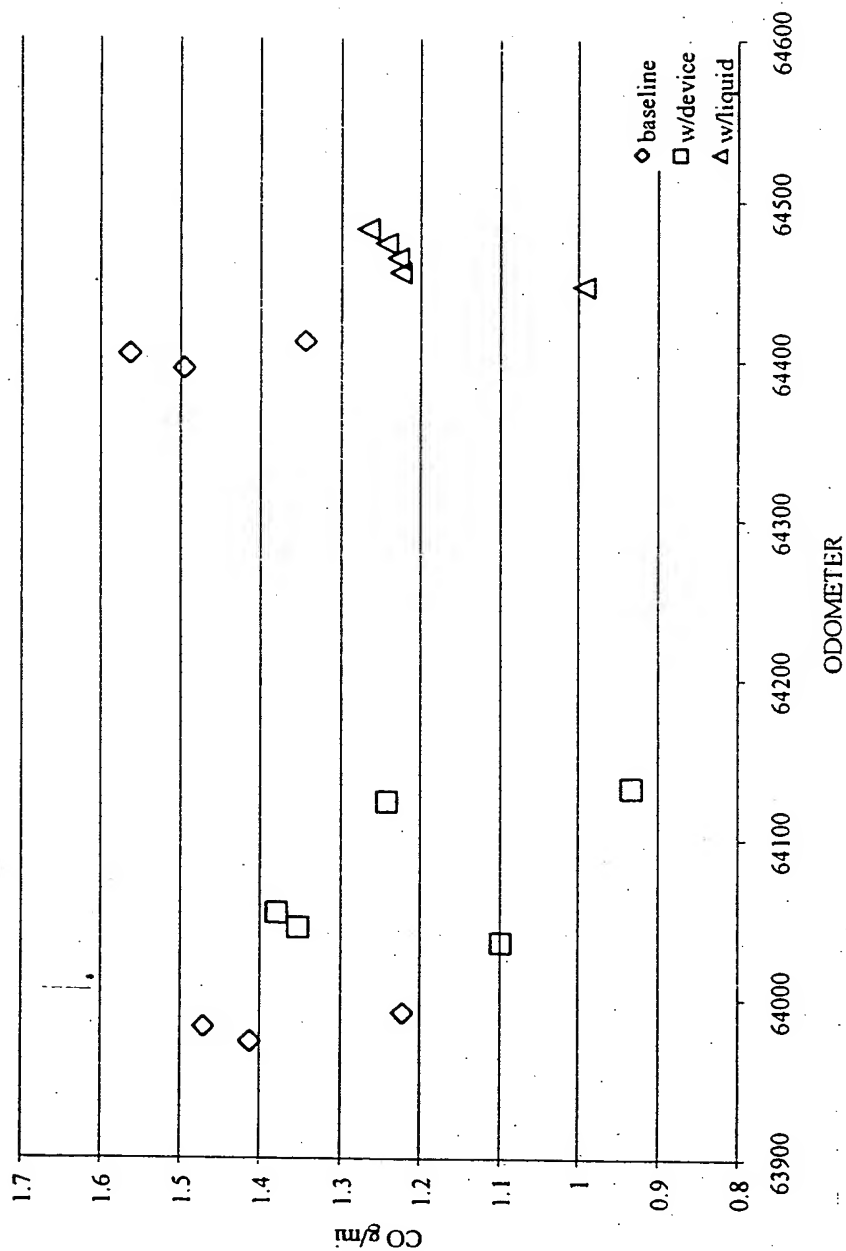


Figure 6: CO emissions as a function of odometer miles for a Ford Taurus

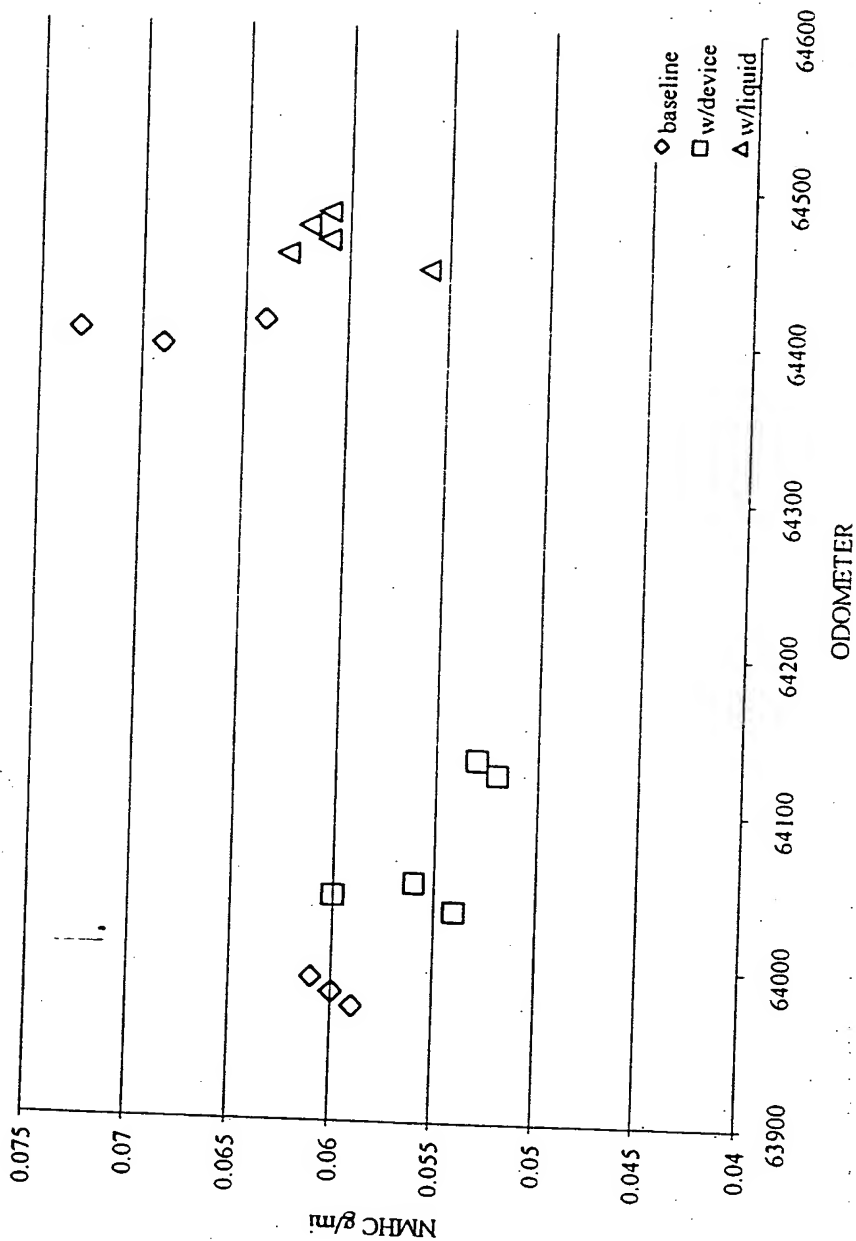


Figure 7: NMHC emissions as a function of odometer miles for a Ford Taurus

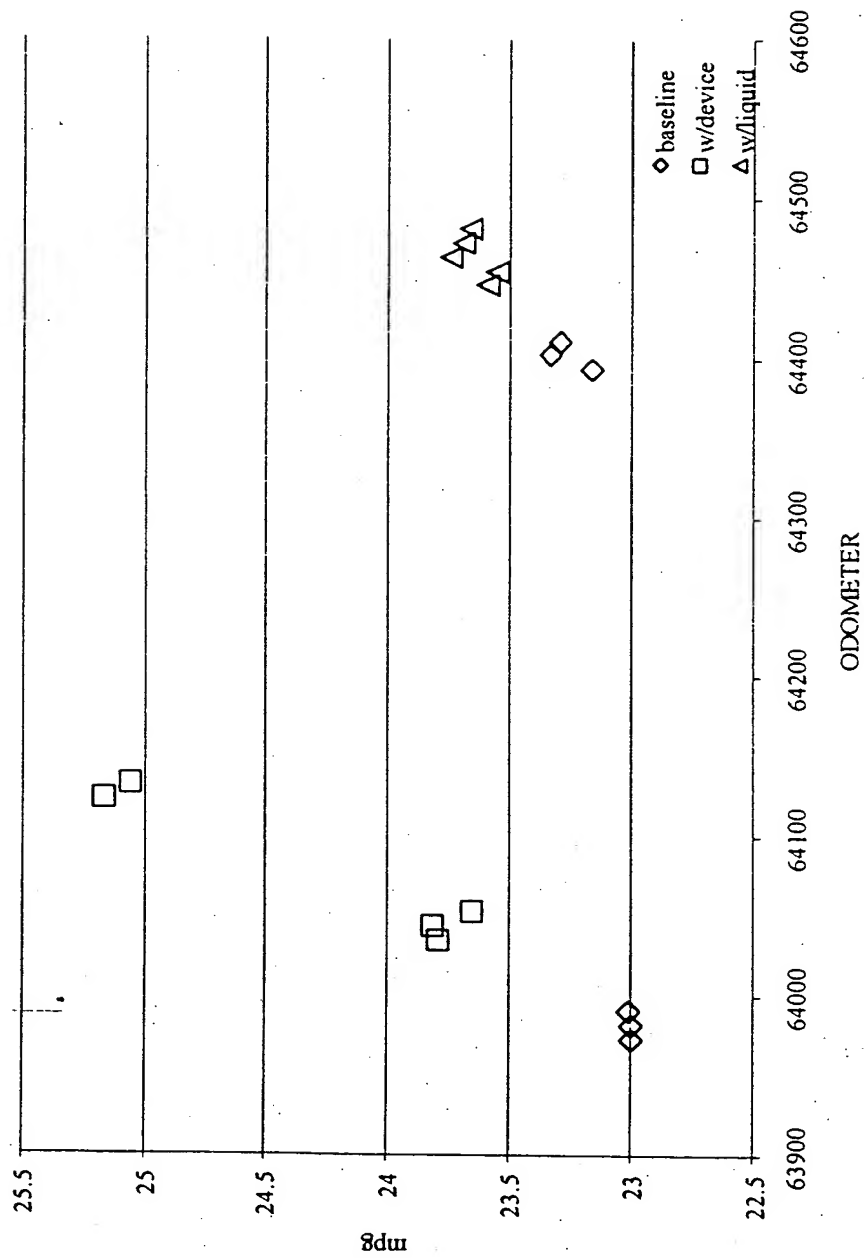


Figure 9: MPG fuel economy as a function of odometer miles for a Ford Taurus

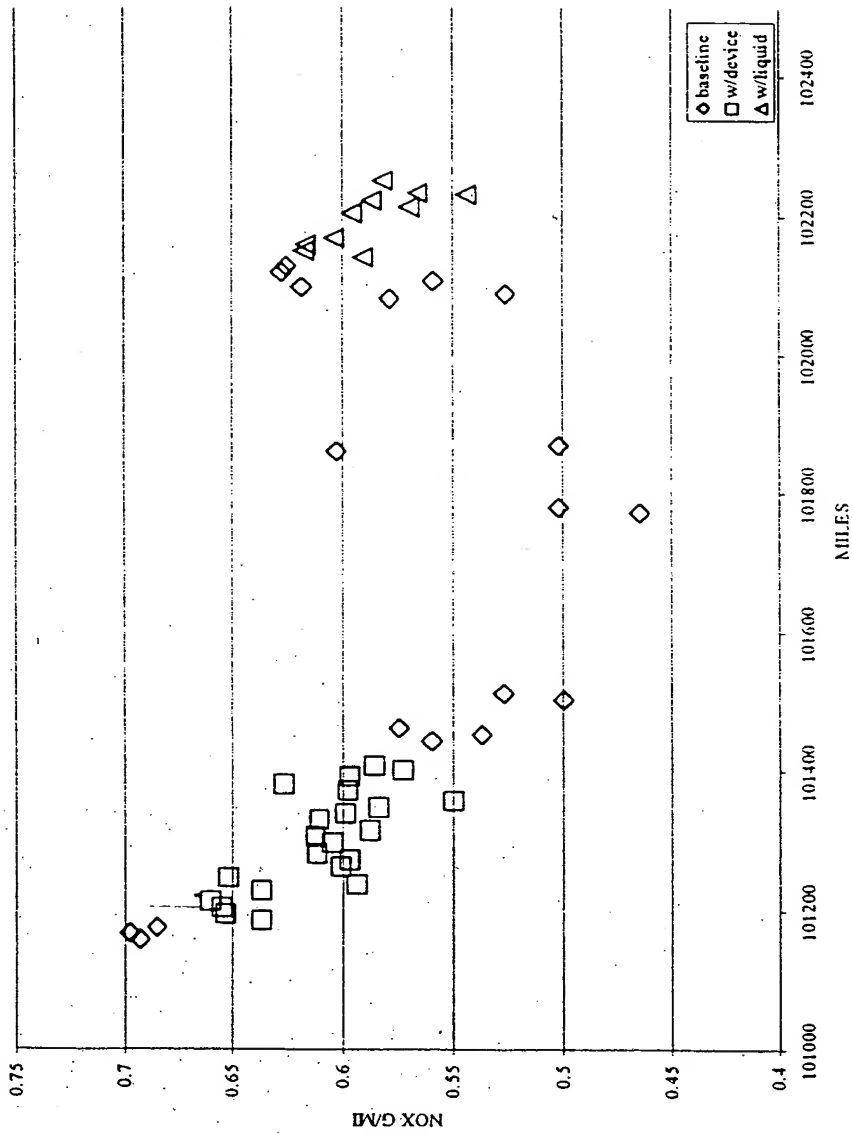


Figure 10: NO_x emissions as a function of odometer miles for a Honda Accord

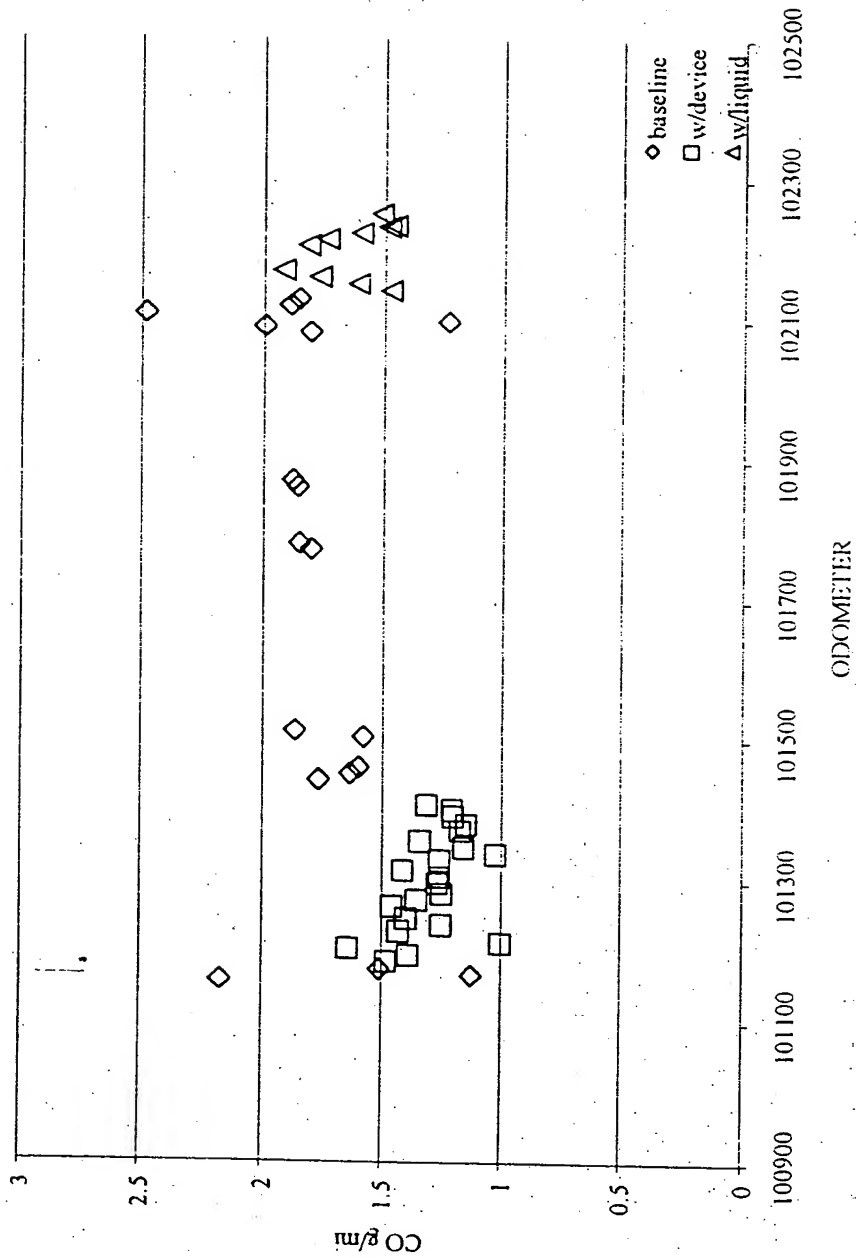


Figure 11: CO emissions as a function of odometer miles for a Honda Accord

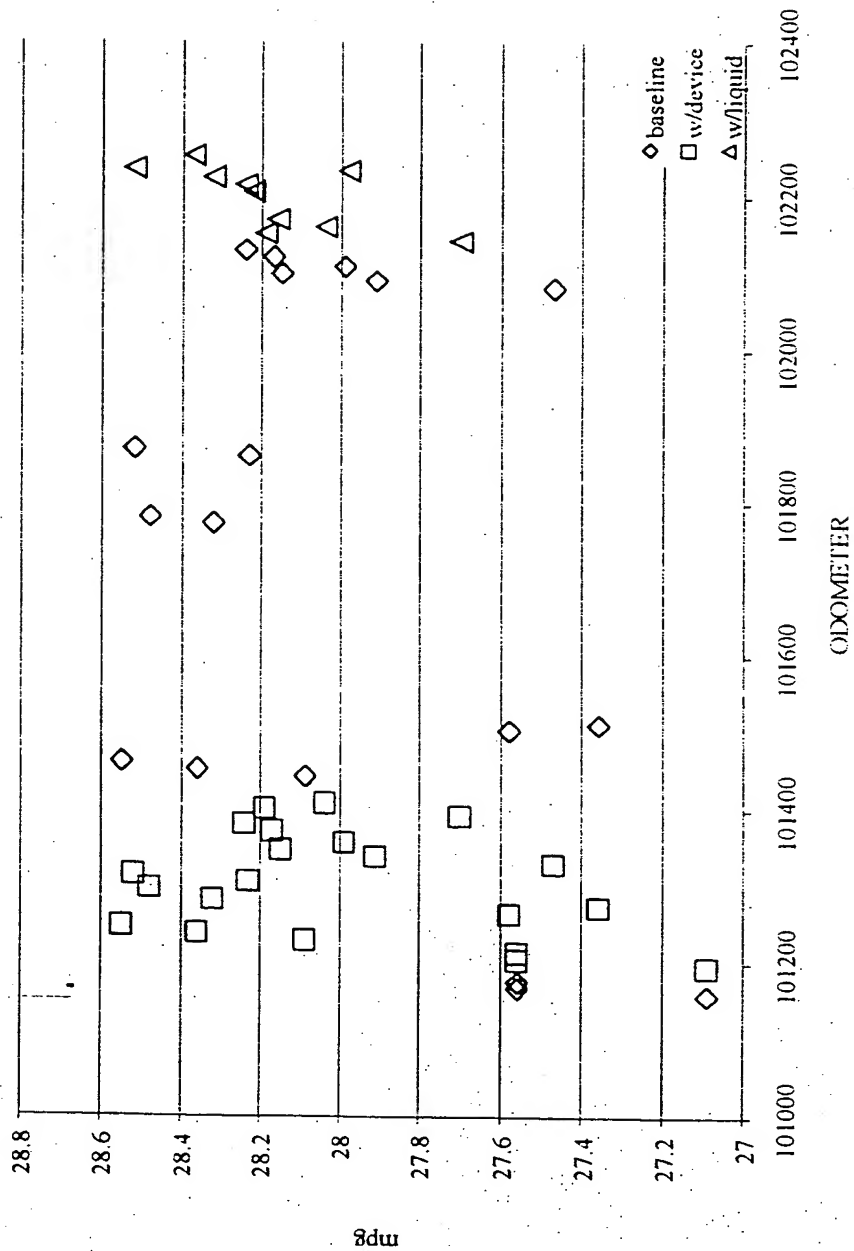


Figure 14: MPG fuel economy as a function of odometer miles for a Honda Accord

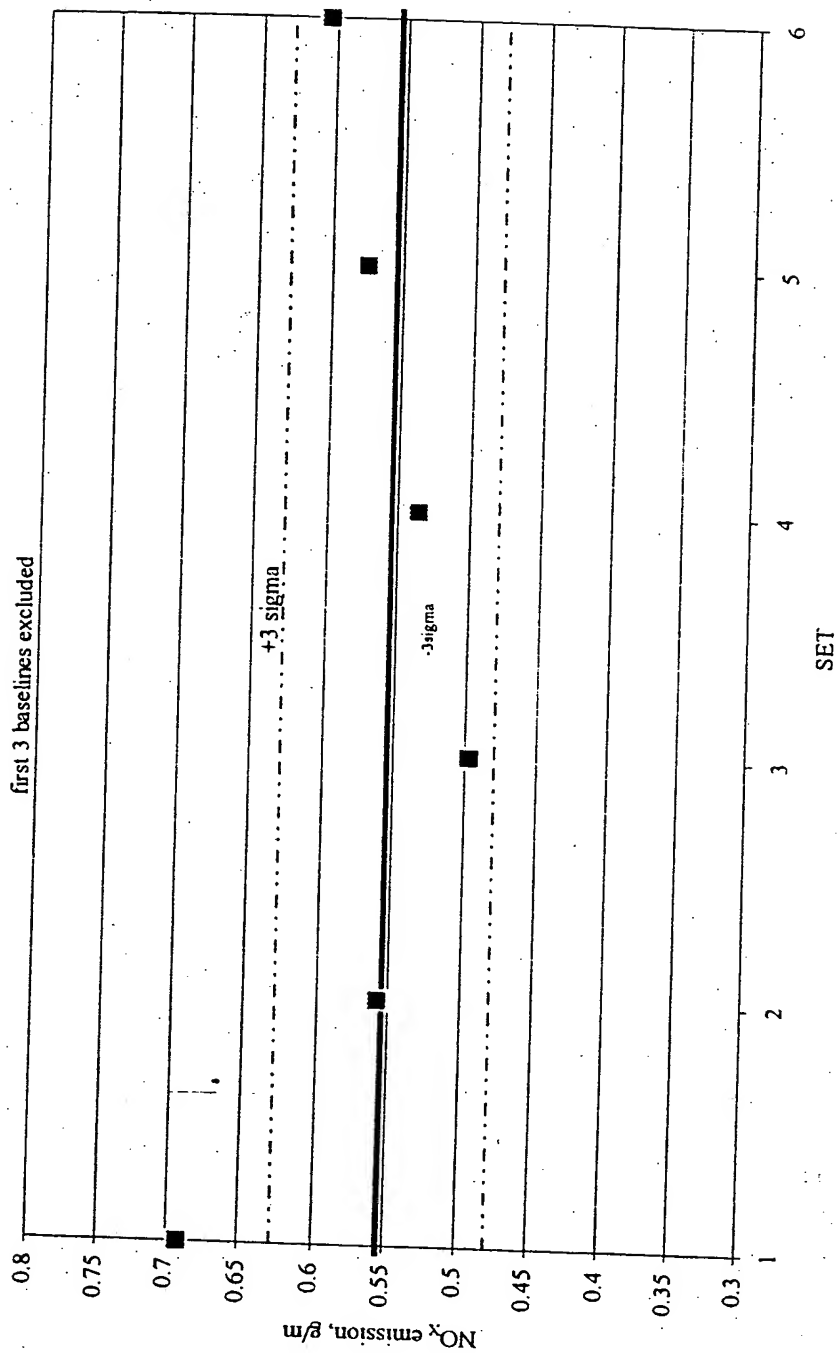


Figure 15: Shewhart Control Plot for NO_x in the Honda Accord with the first three baselines excluded

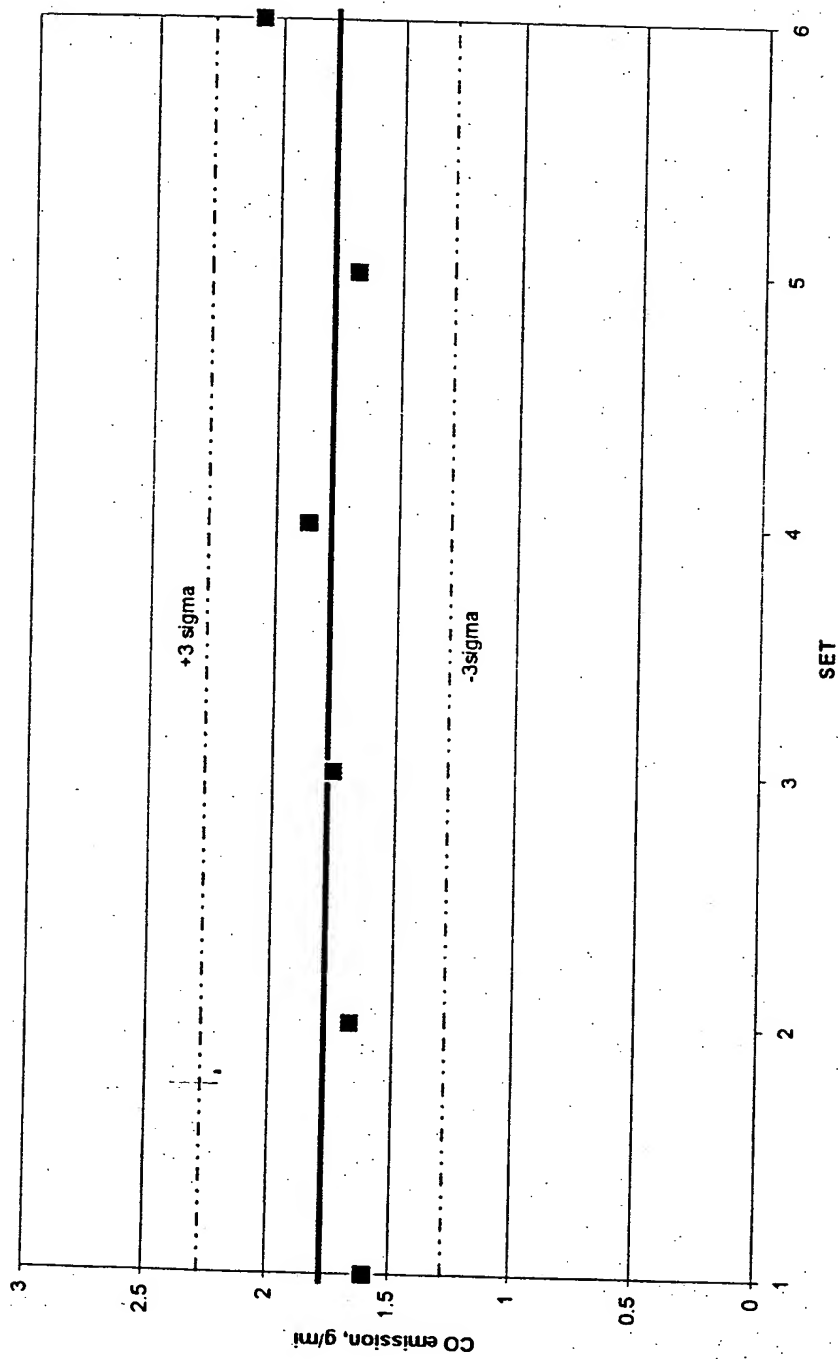


Figure 16: Shewhart Control Plot for CO in the Honda Accord with the first three baselines excluded

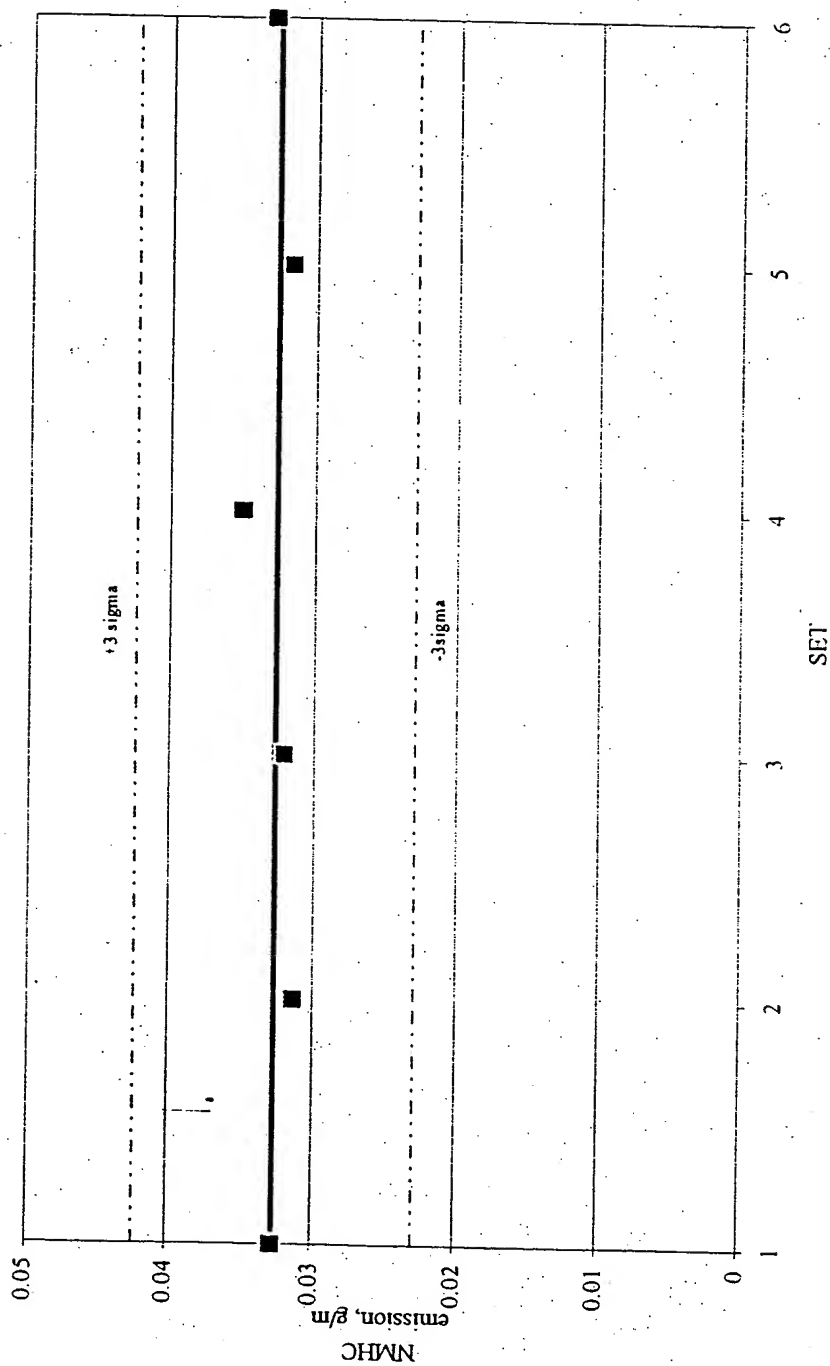


Figure 17: Shewhart Control Plot for NMHC in the Honda Accord with the first three baselines excluded

HOHDA

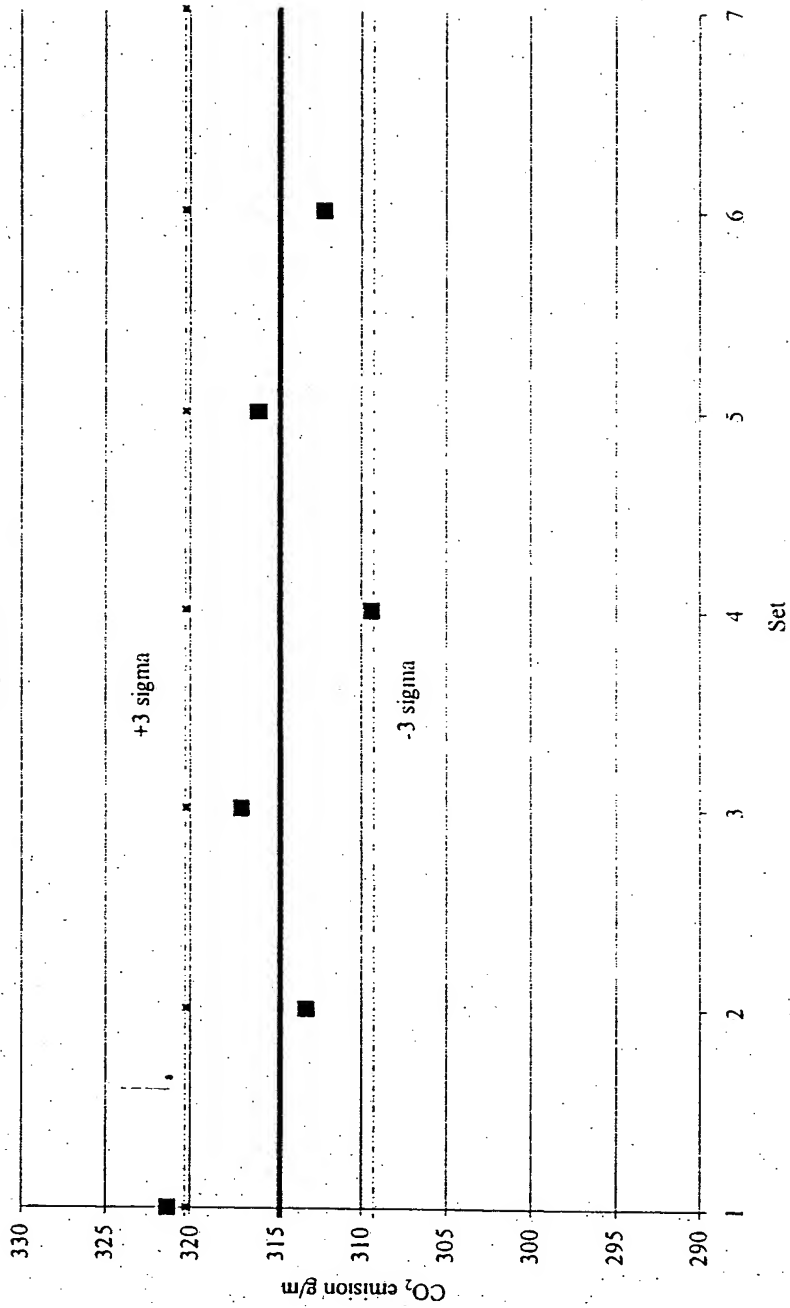


Figure 18: Shewhart Control Plot for CO₂ in the Honda Accord with the first three baselines excluded

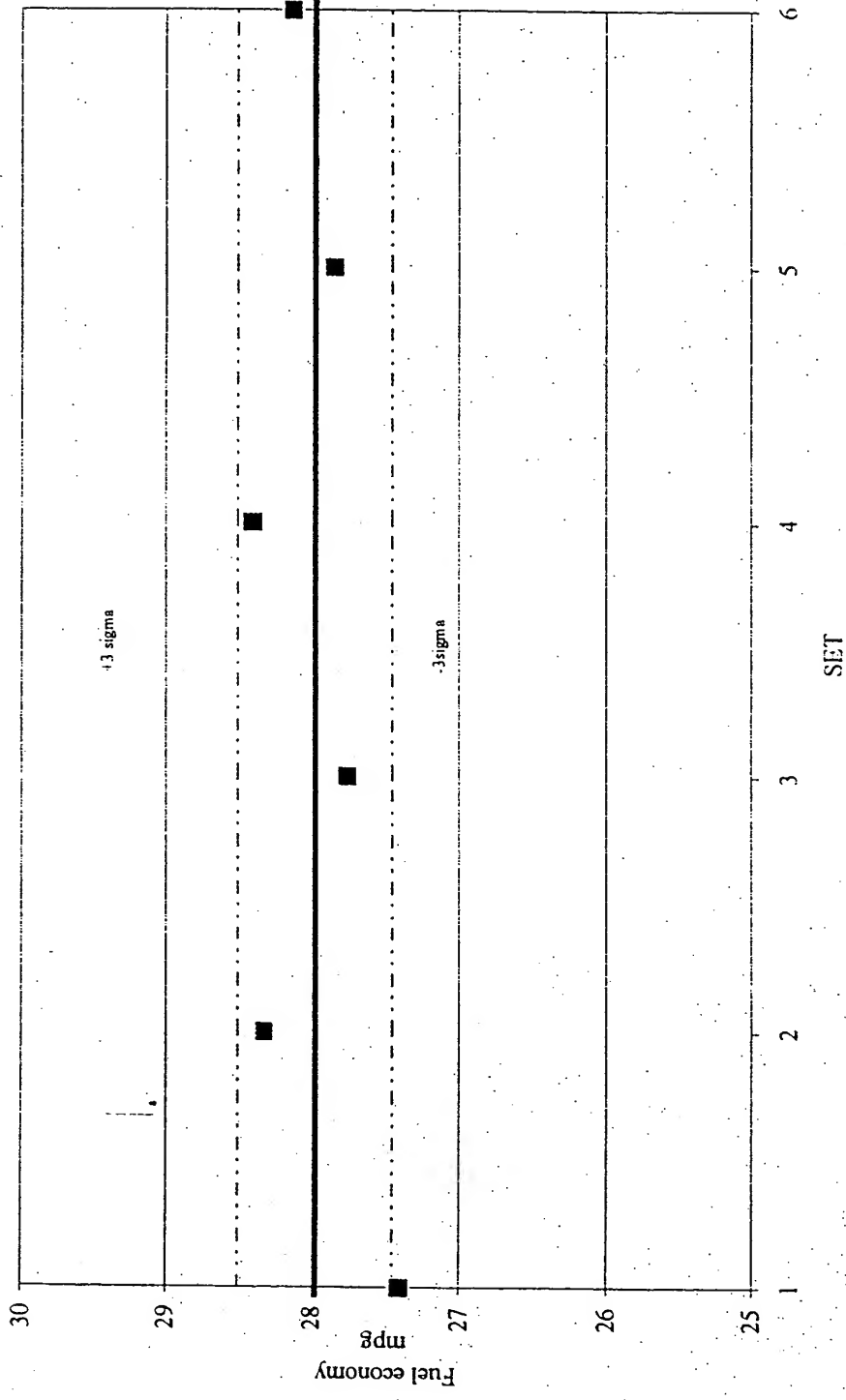
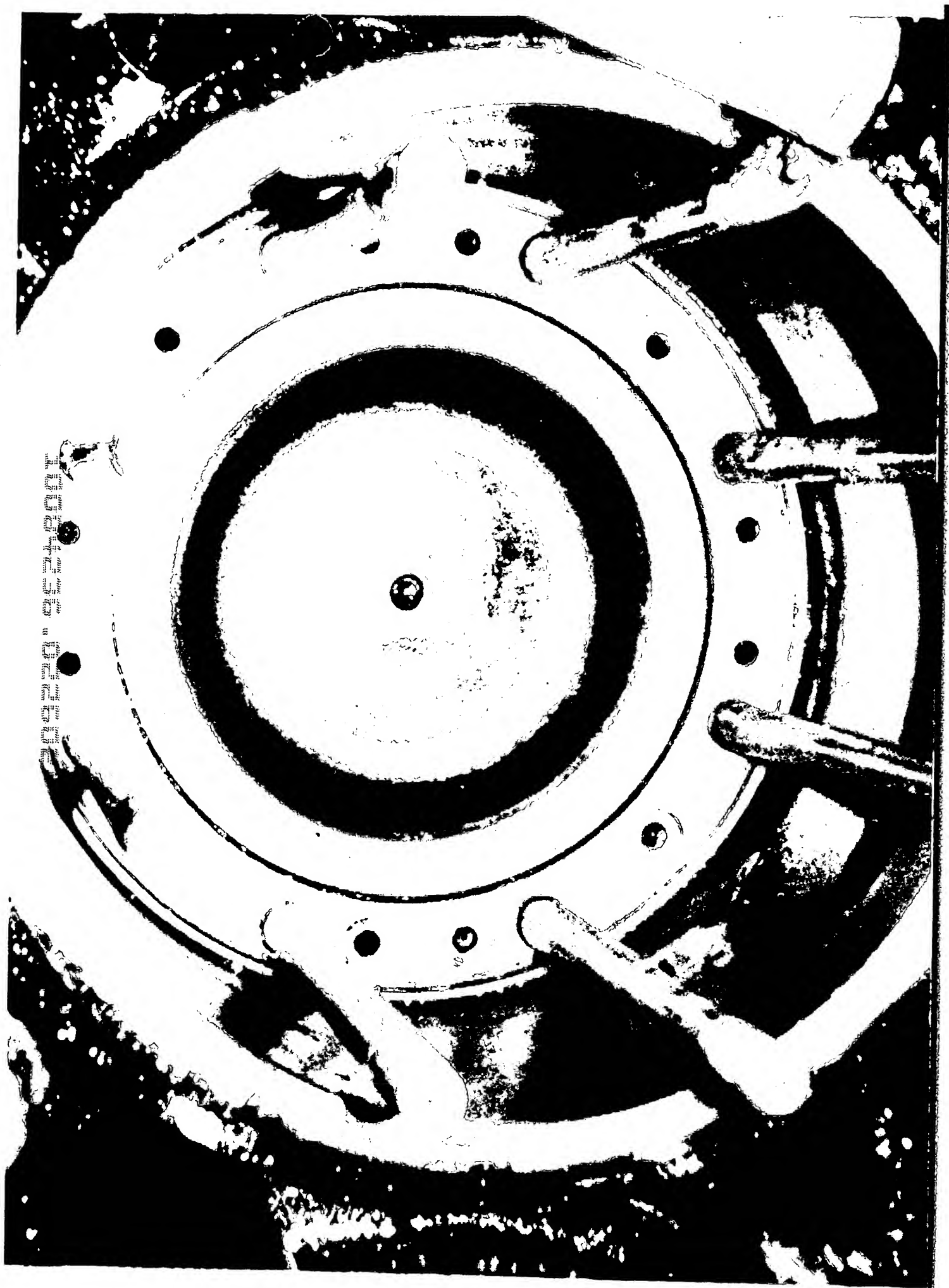


Figure 19 : Shewhart Control Plot for mpg fuel economy in the Honda Accord with the first three baselines excluded





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